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[a1381]

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Hongkong, 24th August, 1904. [a1153]

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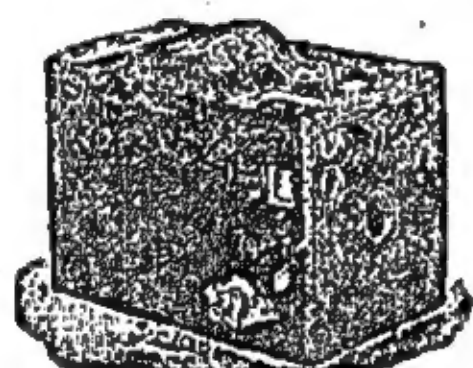
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Hongkong, 10th June 1903. [a1802]

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Hongkong, 31st October, 1902

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DEATH.

On the 29th August, at Dunder, Caine Road, Hongkong, JOSE MARIA GONZALEZ, aged 34 years.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD, CL. LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 31st AUGUST, 1904.

LEVEL eyes, and a plausible tongue, brought to bear upon us a busy moment recently, had almost misled us into thinking that at Hongkong the conditions of the labour market were needing immediate and radical alteration. The special article based on a "beadcomber's" contribution, which appears in another column, will be found sufficiently suggestive of the source of the representations which turned our attention to the possibility of unifying and co-ordinating the charitable organisations of Hongkong, as well as to the supposed need of a sort of labour bureau that should facilitate the finding of employment for deserving applicants. Such a movement, and such an institution, may quite possibly be desirable, notwithstanding that we have, on reflection, been tempted to revert to the long held conviction that in the average British community no one who is able and willing to work need suffer want. Certainly in the case of Hongkong, while we have no wish to paint the lily, to gild refined gold, or to exaggerate its possibilities of prosperity, there appear to be ample opportunities for the young man of ability willing to work and anxious to succeed. It has been suggested that many have been tempted to come here by too glowing accounts, and that their disillusionment and disappointment have been great. Such a risk is always run by those who expect too much. Quick returns and big dividends go to the very lucky few. If there are any SIBBOLD'S Valleys left in the world, they

are not to be reached as Hongkong is by a comfortable steam liner trip, nor can the voyager expect to find enrichment so suddenly as the Arabian sailor did, and yet have his lines cast in such pleasant places as this port may justly be considered to be. Unfortunately, too many of our immigrants imagine that it is practical politics to "eat their cake and have it," and the cake of their eating is frequently of most indigestible quality. "Cocktails and mskoes" is certainly far from being a fruitful policy, and yet it about describes the attitude of a large number of men who, discovering that the nose is not so much slave to the grindstone of duty as it was at Home, take the proverbial oil, and shockingly neglect the grindstone. We recently published a comment by our consul at Chicago, who very much admires the methods of the American employers, in carefully selecting suitable men, and then spontaneously rewarding them according to their merit. In the Orient, in consequence, no doubt, of frequent disappointments, the employer has come to look upon his assistant as a person from whom little is to be expected, and to whom no more is to be paid than seems to keep him from grumbling. There is not that recognition of mutual interests, and whole-hearted co-operation in pursuit thereof, that Mr. CARNEGIE obtained by his shrewd policy of payment by results. The system of contract agreements, with periodic, automatic increments irrespective of merit, seems far from perfect. Between the right-minded employer and the properly purposeful employee there is no need of such an arrangement, which in no case guarantees full satisfaction to either.

On the question of alcoholism, to which no consideration of the relations out here of master and man is complete without reference, so prominent a factor is it, we have no sympathy with our weekly contemporary in Shanghai, the journal with "Water is King" for motto. Unfortunately, in the Orient we have been obliged to regard that King with undiluted suspicion. The Union has for a very long time been filling its editorial columns almost exclusively with testotal philosophy of the kind that consistently refers to wine as a mocker and alcoholic drinks as a snare of the devil. It is quite pathetic to find such a loyal echo of the blue ribbon tracts of Home continually lifting up its voice to such a tune in a community where, if water be king, it is (as a beverage) a King deposed from his high estate, and left with but few adherents. There cannot be any wisdom in these vain repetitions of an old-told tale that no one believes; or if believed, a tale that by too much iteration has lost its force, like the alarm of "Wolf" in the fable. Wine, taken in ordinate quantities, is no mocker; save that it sometimes enables the drinker to mock at melancholy. In any case, granting to the editor of our northern contemporary strong reasons for so everlastingly emphasising his convictions in the matter of drink, it is about time he should discover that the objections of reason are of no avail against anything that procures for man the feelings of pleasure he craves for to brighten life. It was an amusing thought, but for its element of gravity alluded to, that these lucubrations should be, as they probably are, read only by the people who agree with their sentiments, and who do not need the warnings they convey. Unhappily, however, over-indulgence in stimulants is so painfully apparent in its local results that there is every excuse for the over or erroneous emphasis we have just alluded to. The dipsomaniac, intermittent or chronic, is a familiar figure, giving amusement to the thoughtless, pity to the humane, disappointment and annoyance to the employer, and trouble to the authorities. Very few of the people so affected by the behaviour of the drunkard enter into consideration of the causes of his habit. Those who smile at him are contemptuous; those who regret his state do not search out excuses for him; the others are only too fain to dismiss him altogether, and to look out for another who does not succumb to "the temptations of the Orient." Why do so many bright and otherwise sensible men take to drinking? In most cases it begins, we suppose, with sheer boredom. That pessimistic malady that takes thought for the morrow and the past, and seeks in the collection of sensations forgetfulness of the torturing thought that nothing much is "the good of it all," is mainly responsible. We are convinced, moreover, that the loss of faith and the modern scorning of religions has helped greatly the neglect of the old, manly virtue of self-control. Life is no better understood since superstition is being swept out of it, and it is not all who

reach pessimism through pride of intellect. Quite as numerous are they who, looking for no other life, expect too much of this one. If these blamant desires took the form they once did, and the form of the militant, animal strenuousness preached by Kipling, there might not be so much harm done. But the simple thrills of mere existence have ceased to satisfy. The result, in the East, where the "daily round and common task" is gray-bordered often by loneliness, is disastrous. The expounders of the faiths are surely not altogether blameless. Just as our testotal contemporary repels us by the extremity of his cult, so the preachers have perhaps done, and helped to cause the reaction they now observe with so much regret. Self-control must have been the real aim of earlier Buddhism and of earlier Christianity. Over-zealous disciples, by misinterpreting that aim as self-abnegation and self-annihilation, have not rendered really good advice non-effective? If they had not pushed the pendulum so far in one direction, happily it would not have swung so far in the other.

No task of civilization has been so painfully laborious as the subjugation of appetite: those who deny appetite altogether do but discourage it, may be, some who might otherwise understand that life is no pilgrimage upon which the wayfarer should afflict his soul. The man who preaches the other extreme of "Eat, drink and be merry, for to-morrow we die," does no better, for the morbid reflection tacked on to his otherwise sound advice spoils it, and incites to excess. Literature teems with stories of people who, for the gratification of present desires, sold themselves to the Devil. The cream of the old-fashioned story usually came with the debtor's dodges to elude a settlement of the bargain. The man who has, in order to drown his ennui given himself to drinking, finds it, and must find it, next to impossible to evade a final payment for his weakness. What is wanted is a healthy public opinion, inclining neither to the foolish testotal avoidance of the good things of life, nor to the false pride of the taproom that makes so many men afraid to own that enough is as good as a feast. Either asceticism or debauch is bad. There is surely a happy mean, in which a man may laugh and quaff, enjoy friendship and freedom from thought for awhile; and yet retire sober and respected to a healthy repose? That healthy opinion, which will wipe out of existence the unnatural abstemious ideal, must also include a stern dismissal of that amused tolerance which sees in excess only an accidental slip about which there is nothing particularly unusual. Until then, we must expect to hear both employers and employed complaining.

The English mail of the 30th July was delivered in London on the 29th inst.

The Governor of Samoa, a German colony in the South Sea, is making arrangements for the importation of from 300 to 400 Chinese labourers for the use of planters on the islands.

The Volunteer of-fresco concert, postponed last Saturday on account of the weather, is to take place at Headquarters (the Volunteer Parade Ground) on Friday evening, the 2nd prox. commencing at 9 o'clock.

Mr. J. Grant Smith memorialised the Justices with a view to a reduction of public house licences yesterday. Glancing through a copy of the printed matter sent by him to the Justices, we find ourselves unable to agree with Mr. Smith's method of advancing his views.

M. Francois Deloncle, the Deputy of Cochinchina to the French Parliament, passed through Singapore on the 17th August by the *Ernest Simon* to Saigon, where a French cruiser awaited his arrival, to convey him to Haiphong on a special mission to Hanoi.

The Nippon Yusen Kaisha has sent us a copy of its really artistic and most useful "Handbook of information for shippers and passengers." Experiences on some of the beautiful vessels of the company warrants the kindest comment on their catering for passengers.

During the five years Lord Curzon has been Viceroy, 4,946 miles of new railway were opened in India. Many new lines are in course of construction. They will be opened at the average rate of 1,000 miles a year.

In connection with the new British mail contract, a foreign correspondent has suggested to the Postmaster-General that the Federal Government should stipulate that mail steamers must use Australian coal between Australia and Colombo, both ways. Mr. Mahon is said to be impressed with this extraordinary proposal and will give it careful consideration.

The *Daily Chronicle* tells a good story about the late ex-President Kruger. When the first Australian contingent arrived at Cape Town to take part in the Boer War, Mr. Kruger is said to have asked General Joubert if he knew anything about these Australians. "I only know that eleven of them once beat all England," "Good God!" cried the President, "we are lost, thirteen thousand of them have just landed."

There was no plague case to record yesterday.

The Portuguese gunboat *Dia* is waiting here to take the Bishop of Macao, who is expected by the next mail from the west, to Macao.

Two hundred and forty-three deaths were registered at Singapore during the week ending on the 13th August. The ratio per thousand was 51.27.

The planting community in Ceylon are agitating for the appointment of a Government rubber expert adviser there as part of the Gardens staff.

The wedding of Mr. F. M. Porcher and Miss E. C. Davidson at Buxton, Norfolk, is described at length in the *Malay Mail*. Mr. Porcher went home from Selangor not long ago.

C. G. McVey writes stating that he is willing to accept Jack Burke's challenge to fight any middle-weight boxer in the Colony for \$500 aside, the winner to take the purse.

Siam requires a motor van for carrying bullock, according to the *Antiquary Journal*. The Royal Mint authorities at Bangkok, Siam, are desirous of obtaining a motor van for the transfer of ingots, coin, etc., up to one ton.

Mr. Thomas Sutherland, noticing misleading references in the press to "blockade running," wrote to the *Times* pointing out that the average freight for weight cargo obtained by the *Malacca* was only twenty-five shillings a ton for a voyage of 12,000 miles.

The promise to withdraw the Volunteer cruisers from the Red Sea applies only to the vessels that have passed through the Dardanelles. It is understood that very shortly cruisers duly commissioned at the Baltic ports will proceed to the Red Sea.

An intellectual woman is an abnormality: she has the brain of a man in the body of a woman. Intellect in woman has so dazzled us by its brilliance that we have failed to recognise it as a disease, like genius in man and the pearl in an oyster. But, nevertheless, it is a disease, and must inevitably be the death of the race in which it is fostered.—*Sydney Telegraph*.

The German steamer *Hanley*, 777 tons, Captain J. Terren, which arrived at Colombo on the 12th August from Cardiff via Port Said, loaded with 3,400 tons of Cardiff coal for Singapore, caught fire and had to be moored at a distant berth. The fire originated in the portside coal bunker, where a large quantity of coal was stacked. The ship's appliances were used to extinguish the fire.

£840 per ton seems an enormous price to pay for potatoes in Singapore, but all the same, says the *Strait Times*, it is being paid. Messrs. Thompson, Thomas & Co. of the Australian Stores have lately been selling potatoes at that price. In explanation it must be stated that the potatoes sold are a new choice seedling variety called "Northern Star," which is a very heavy cropper of fine shape and quality, and the most disease-resisting and weather-defying potato yet raised.

The Japanese, it seems, expect to inherit Russian concessions in Korea, for it is reported that Mr. Okura, of Messrs. Okura & Co. of Tokyo, who obtained the contract for preparing the timber seized by the Japanese army on the Yalu, to be used as sleepers for the Seoul-Wiju Railway, is trying to obtain a concession from the Korean Government to cut timber in the forest on the Yalu, should that taken from the Russians fall short in supplying the requirements of the railway. It is believed the authorities are inclined to grant such a concession to Mr. Okura.

The company promoter seeking for new worlds to conquer has his eye on Tibet, and is only awaiting developments. The following companies have recently been registered: Copper Mines of Tibet, Limited; Lhasa Gold Mines, Limited; Lhasa Exploration Company, Limited; Lead Mines of Tibet, Limited; Tibet Mining and Finance Company, Limited; Tibet Mines and Minerals Company, Limited; Tibet Exploration Company, Limited; Tibet Corporation, Limited; and Goldfields of Tibet, Limited. It reads like comedy, but as far as the registration of the companies is concerned it is fact.

Dr. Carreira d'Azevedo, who arrived in Hongkong by the *Chusan*, has started practice in the city. He is not without experience in the Far East, having been on three previous occasions on board the Portuguese gunboats *Bengo*, *Dia*, and *Zaire* as surgeon captain. He is still attached to the Portuguese Navy, and is out here on furlough with the permission of his Government to practise. For the last two years Dr. d'Azevedo has been engaged in several of the principal hospitals in Lisbon, and has made a special study of tropical diseases. The medical profession is not over-represented in Hongkong, and Dr. d'Azevedo should make a success.

A correspondent of the *Osaka Mainichi* at the front writes as follows:—The Chinese swarm round the dead bodies of the Russians which are left in large numbers on the battlefield. Their object is to strip off the uniform and to steal what they can. The Japanese when possible drive the Chinese away and inter the Russians. The Chinese are quite indifferent to the war, and are found working innocently on their farms, driving horses or oxen as if they knew nothing of the fighting which is going on almost in their sight. They take little heed if a shot or two from big guns falls near them, and only run away for a time when shot falls like rain, but when the firing stops they return and begin to search for the bullets and the shot.

TELEGRAMS.

[REUTER'S SERVICE.]

BOXING.

LONDON, 28th August.
Jeffries has defeated Moore in the second round of the world's boxing championship at San Francisco.

HUNAN-HANKOW RAILWAY.

The local gentry of Hunan compiled regulations for collecting capital for constructing a railway between Hunan and Hankow, each share at 50 taels with 6 per cent. interest per annum, as well as further dividend if there be profit, and to be subscribed by the natives in the 67 departments of the province of Hunan. The way of paying for the share is very peculiar; when the intended subscriber of a share has to pay he will pay two sheng per one shih product of rice, for which the railway Administration will issue a receipt. The total tribute of rice of the Hunan gentry amounts to about 50 or 60 million shih, of which two sheng per shih is to be paid as shares of the railway, which means seven or eight hundred thousand taels per year, and after twenty-five years the sum of over ten million taels can thus be collected.—*Sin Wan Pao*.

JUSTICES' MEETING.

LIQUOR LICENCES.

A meeting of Justices of the Peace was held at the Magistracy yesterday afternoon. Mr. H. H. J. Gompertz presided, other Justices present being Messrs. J. H. Kemp (second police magistrate), F. J. Bailey (captain superintendent of police), C. D. Melbourne (first clerk of the Magistracy), the Rev. F. T. Johnston and A. S. Hooper.

Mr. Gompertz said: This meeting has been called to consider, first the application of one Anne Marshall for the transfer of her publican's licence to sell and retail intoxicating liquors on the premises situated at Nos. 21 and 23, Pottinger Street, under the sign of the "Criterion Hotel," to one George Green.

Mr. M. J. D. Stephens, solicitor, appearing on behalf of the applicant, said: In this case, your Worship, I appear for Mrs. Marshall, who is desirous of transferring her licence to Mr. Green. She has been carrying on business for 11 or 12 years, but finds the work too much for her. She works at least 18 hours a day, there being no European to help her. Mr. Green has been in the Colony for four months, managing the business for Mrs. Oliver at "The New Travelers' Hotel." Mrs. Oliver is his aunt. Mr. Green was for some years in New York, where he applied for his papers of citizenship, and the negotiations were in progress when he came to Hongkong. I think the police are satisfied with Mr. Green, and refer you to their report. Mr. Green is a carpenter, by trade, and he carried on his trade in New York till he came here. Mr. Bedford, who has been in the Rifle Brigade, will be in the business, assisting in the management. He has had licences some years ago in Hongkong.

Mr. Gompertz: We shall consider the application in private. I have to inform you that your application has been granted. The next business is to consider an application from one Louis Comar to sell and retail intoxicating liquors on the premises situated at No. 61, Des Vaux Road, under the sign of "The Main Hotel." Does anyone appear for Mr. Comar?

Mr. G. K. H. Brutton, solicitor, said: I do, your Worship. Mr. Comar has for some time had an adjunct licence. Before he came here he held licences in Calcutta, and also in Penang; he has also been in Nagasaki. He has been here some time. I do not know if any objection to the application has been made. He has spent a great deal of trouble and money on the business, and if you do not grant him a full licence it is impossible for him to make a living. People in the neighbourhood have no objection—or there is only one objection from a man on the opposite side of the road. Mr. Neronha has no objection. He told Mr. Comar that he would be very pleased if his licence were granted. Mr. Comar is a British subject and he is doing his best to carry on his held in a proper way. I would ask you to grant him a full licence.

Mr. Gompertz: We shall discuss this in camera. The Justices have decided to refuse this application.

Mr. Brutton: Could you give any grounds?

Mr. Gompertz: No, we do not give you any reasons.

Mr. Brutton: It would help Mr. Comar in giving him information how to carry on his house.

Mr. Gompertz: No, simply, the Justices have decided not to grant it.

TAOKOW RAILWAY.

The railway built by the Peking syndicate has been completed between Hanching and Taokow. This railway, says a native paper, has been built by the syndicate for carrying all the materials and products of mines of the syndicate, and the syndicate has no right to have any passenger traffic by the train. However, the syndicate is selling tickets to passengers and carrying salt. The local magistrate has ordered the syndicate to stop the carrying of passengers and salt. The syndicate not obeying the order, referred the matter to the Waiwup, and the Waiwup referred it to Sheng Kungpao. Sheng Kungpao simply answered that the provincial treasurer shall levy taxes upon the sale of passenger tickets at the rate of 5 per cent. each, but the syndicate does not consent to the levy of tax, and accuses the Magistrate Lu. Magistrate Lu says that he is simply acting according to the instructions from his chief. The matter is still pending.

THE WAR.

[FROM OUR OWN CORRESPONDENTS.]

FALLING BACK ON MUKDEN.

LONDON, 30th August.
Anping and Anshanjan (?) are captured by the Japanese. It is reported at St. Petersburg that the Russians are now retreating to Mukden, and that important rearward battles are imminent, as the Japanese are still pressing the pursuit.

[We have failed to trace "Anshanjan" on any one of eleven maps. There is an Anshanjan on the line to the north of Haicheng; but that was long ago passed by the Japanese forces. The general effect, however, is that Liyang and the strong defences to the north have been abandoned, and that Kuropatkin is engaged in a running fight. A Russian admission of a retreat to Mukden may be read, presumably, as an ultimate falling back on Harbin.]

SEARCHING FOR THE "SMOLENSK."

LONDON, 30th August.

It is announced to-day that there are now seven British cruisers searching for the Russian cruiser *Smolensk*, last heard of in South African waters.

[They have a message for her, when they find her; that should somewhat chagrin the officers of the *Smolensk*. It is from St. Petersburg, and may be embodied in one word "Desist."]

[REUTER'S SERVICE.]

A CONDITION SINCE COMPLIED WITH.

LONDON, 28th August.

News from Washington says that Japan has handed the Secretary of State a note to the Powers, stating that unless Russia disarms the warships in Shanghai forthwith Japan will be forced to take whatever steps she may deem necessary for the protection of her interests. The Secretary of State was careful not to disclose the attitude of the Government, but assured the Minister that America hoped for a continuance of Chinese neutrality.

SEIZED OR SUNK.

Feb. 13.—British steamer *Fenton Hall* seized.
" 14.—British steamer *Fu-ping* fired on.
" 15.—British steamer *Hui-ping* fired on and seized.
" 20.—P. and O. liner *Mongolia* chased.
" 22.—British steamer *Roanoke* seized.
" 23.—P. and O. liner *Mombasa* fired on and stopped.
" 26.—British steamer *Etrichdale* stopped and turned back.
" 26.—British steamer *Berndt* stopped.
" 27.—British steamer *Ornel* seized.
Mar. 12.—N.D.L. steamer *Stuttgart* stopped.
" 17.—Italian cruiser *Marco Polo* fired on.
May 3.—P. and O. liner *Ostia* stopped and searched.
June 18.—British steamer *Allanton* seized.
July 6.—British steamer *Cheltenham* seized.
" 13.—P. and O. liner *Malacca* seized.
" 15.—British steamer *Dragonara* stopped.
" 15.—German steamer *Prinz Heinrich* stopped and mails seized.
" 16.—British steamer *Persia* stopped and mails seized.
" 16.—British steamer *Hysung* torpedoed and sunk.
" 20.—German steamer *Scandia* seized.
" 21.—British steamer *Arcton* seized.
" 24.—British steamer *Knight Commander* sunk.
" 24.—German steamer *Lisboa* stopped.
" 24.—German steamer *Arabia* seized.
" 28.—P. and O. liner *Formosa* seized.

FOREIGN JOURNALIST DISAPPEARS IN JAPAN.

The friends of Mr. Norman Cullen, who came to Japan some months ago as the correspondent of the *London Daily Mail*, are much concerned by his sudden disappearance. He had lately been suffering from a severe illness, and was about to return to England, when on the 4th instant he left his quarters at the Bluff Hotel, Yokohama, and after spending the night at a friend's house in Teukiji, departed thence in a jirikisha. He was traced afterwards as far as the Uraga Station, but from there no clue to his whereabouts has been found, though every effort has been made by the British Consul through the authorities. As, says the *Japan Advertiser*, he was in a very weak and depressed condition, occasioned by his illness, his disappearance gives great anxiety to his many friends in Yokohama. Mr. Cullen, who came last from Cairo, had left the *Mail's* service and joined the staff of the *Advertiser*.

INTIMATIONS

WHY NOT?

WHY NOT??

WHY NOT???

IT MAKES MUSICIANS OF US ALL.

IT IS A SPLENDID ACCOMPANIST.

IT MAKES ENTERTAINING VERY EASY.

YOUNG AND OLD CAN PLAY THE

NOBLEST SCORE WITH THE FINISH

AND EXPRESSION OF A MASTER.

IT IS THOROUGHLY RELIABLE.

AND IS SOLD AT A REASONABLE

PRICE.

EITHER

Cash OR Hire

PURCHASE FROM

\$365.

THE

APOLLO PIANO PLAYER.

CALL IN AND TRY ONE, AT

THE

ROBINSON PIANO CO. LD.

Hongkong, 24th August, 1904. [1409]

AUCTIONS



PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Letting by Public Auction Sale, to be held on MONDAY, the 5th day of SEPTEMBER, 1904, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Tsat Tsz Mui, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years. [2098]

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Upset Price.
1	1771	Shaukei Wan Road, near the Police Station.	17' 0" x 135' 0" x 135' 0" x 135' 0"	17,675	\$ 5.500	\$ 3

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Letting by Public Auction Sale, to be held on MONDAY, the 5th day of SEPTEMBER, 1904, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Austin Road, Kowloon, in the Colony of Hongkong, for a term of 75 years, commencing from 14th day of March, 1904, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years. [2099]

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Upset Price.
1	1771	Austin Road, Kowloon.	120' 0" x 100' 0" x 80' 0" x 125' 0"	210' 0" x 10,945' 0"	5,100	\$ 3

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 m.m. WITH CHAMBER for 10 CARTRIDGES FIRING 10 SHOTS in 2 SECONDS. SIEMSEN & CO. Hongkong, 3rd October, 1904.

AMOY ENGINEERING CO. LD. AMOY

CALL FLAG E.

REPAIR WORK to Steamers and Launches. Castings in Brass and Iron. Moderate charges. Work solicited. J. D. EDWARDS, Manager. Amoy, 3rd December, 1903. [150]

PUBLIC COMPANIES

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Hongkong and Kowloon Wharf and Godown Company, Limited, will be held at Messrs. JARDINE, MATHESON & CO.'S OFFICES, Polder Street, Victoria, Hongkong, THIS DAY (WEDNESDAY), the 31st day of AUGUST, 1904, at 12.15 o'clock in the afternoon, when the subjoined resolutions will be proposed.

Should the said resolutions be passed by the required majority they will be submitted for confirmation as special resolutions to a Second Extraordinary Meeting, which will be subsequently convened.

1. That the Capital of the Company be increased from \$1,500,000 to \$2,000,000 by the creation of 10,000 new Shares of \$50 each.
2. That such new Shares be issued at a premium of \$30 per Share and be offered to those persons who are registered as Shareholders of the Company on 1st October, 1904, in the proportion of one new Share for every complete three Shares held by them on 1st October, 1904.
3. That the amount due for the new Shares be called up on 31st December, 1904.

Dated the 15th August, 1904.
By Order of the Board,
EDWARD OSBORNE, Secretary.

THE HONGKONG COTTON SPINNING WEAVING & DYING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY ANNUAL MEETING of SHAREHOLDERS of the above Company will be held at the Office of the General Managers, on SATURDAY, the 10th SEPTEMBER, at 12.30 p.m., for the purpose of receiving the Report of the Consulting Committee and Statement of Accounts to 31st July, 1904.

THE TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 10th SEPTEMBER, both days inclusive.
JARDINE, MATHESON & CO., General Managers.
Hongkong, 31st August, 1904. [2070]

NOTICE.

A. S. WATSON & CO., LIMITED.

THE SHARE CERTIFICATES Nos. 1207, 1711, and 1712 for 100, 75, and 25 Shares respectively numbering from 24324 to 24423, 18542 to 18591, 8641 to 8665, and 44791 to 44815 inclusive, and standing in the Register in the name of H. W. WALKER of Tientsin, having been LOST, Notice is hereby given that unless the said Certificates are produced at the Office of the Company at Alexandra Buildings, Des Vaux Road, Hongkong, before August 31st, 1904, New Certificates for the said Shares will be issued and the Old Certificates will thereafter be held by the Company as null and void.

A. S. WATSON & CO., LIMITED.
(Sd.) JOHN D. HUMPHREYS & SON, General Managers.
Hongkong, 10th August, 1904. [1962]

NOTICE.

A. S. WATSON & CO., LIMITED.

THE SHARE CERTIFICATES Nos. 1231 and 1232 for 25 and 55 Shares respectively numbering from 55332 to 55356 and 371 to 425 inclusive, and standing in the Register in the name of Mrs. L. H. HEARSON of Tientsin, having been LOST, Notice is hereby given that unless the said Certificates are produced at the Office of the Company at Alexandra Buildings, Des Vaux Road, Hongkong, before August 31st, 1904, New Certificates for the said Shares will be issued and the Old Certificates will thereafter be held by the Company as null and void.

A. S. WATSON & CO., LIMITED.
(Sd.) JOHN D. HUMPHREYS & SON, General Managers.
Hongkong, 10th August, 1904. [1963]

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LD.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND at the rate of 5 per Cent. (Two Dollars and a half per Share) for the Six Months ending 30th June, 1904, will be Paid on application to those Persons who are Registered as Shareholders in the above Company on the 31st August, 1904.

THE TRANSFER BOOKS of the Company will be CLOSED from the 28th to the 31st AUGUST, both days inclusive.
EDWARD OSBORNE, Secretary.
Hongkong, 25th August, 1904. [2076]

A. S. WATSON & CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

PURSUANT to Resolution the General Managers of A. S. Watson & Co., Limited, hereby invite applications from the Shareholders of the Company for the issue of 30,000 new shares of \$10 each at a Premium of 10 per cent. or \$11 a share.

Each Registered Shareholder on the 28th day of September, 1904, applying for the New Issue will be entitled to one share for every two shares registered in his name. Shares not applied for by those entitled to apply will be dealt with by the General Managers in accordance with Article 40 of the Company's Articles of Association.

Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation in Hongkong from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of \$11 per share will be payable on application.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th September, 1904, to the 30th October, 1904, both days inclusive.

The present paid-up Capital of the Company is \$600,000, divided into 60,000 shares of \$10 each, and the New Issue is required to increase the Capital of the Company to \$800,000 divided into 80,000 shares of \$10 each.

The whole of the premium received from the New Issue will be placed to the Credit of the Permanent Reserve Fund.

The New Issue will rank for Dividend for the three months ending 31st December, 1904, payable in May, 1905.

Forms of application for the New Issue can be obtained at the Company's Office in Alexandra Buildings or at the Hongkong and Shanghai Banking Corporation in Hongkong, Shanghai, and London.

JOHN D. HUMPHREYS & SON, General Managers.
Hongkong, 22nd June, 1904. [1546]

PARIS.

(FROM OUR CORRESPONDENT).

29th July.

FRENCH CONGOGLASS.

There can be no question about it, France is at present passing through a grave crisis of a religious nature; she has been drifting of late in her politics, which accounts for the present unsettled state of public feeling and incipient alarm. The black points to be seen on the political horizon seem to be coalescing into threatening clouds.

The quarrel between the French Government and the Vatican is attracting a considerable amount of public attention. Diplomatic relations are on the eve of being broken off; as much was anticipated since some time by the majority of people. Monsignor Lorenzelli, the Nuncio, though now away from Paris, is ready to leave at a moment's notice. All efforts to smooth over matters have apparently failed. Rome is alleged to be trying to compromise; others declare that the French Ministry, rather than bring about what would certainly be a very serious state of affairs, and cause no end of bloodshed in the country, is on the point of admitting that it has gone too far.

These statements however can only be looked upon as the expression of the wishes of the people from whom such individual opinions emanate. The note sent to His Holiness, now under consideration, is not expected to improve the critical situation to any great extent. The Pope, it is well known, is as determined as ever to uphold his disciplinary authority over the Bishops, which has nothing whatever to do with the Concordat—the denunciation of the latter is not likely to take place before the 1906 elections. The trouble between France and the Vatican has led to the holding of many special Cabinet meetings at the Elysée already—a clear proof that President Loubet sees in the conflict an issue grave and far-reaching consequences in the near future. The fact is, there never was a Government less friendly to the Vatican than the present one, while, to whatever extremes the Cabinet may go, Ministers may count upon a majority to approve their action.

All the Republican groups in the Chamber—including those which do not habitually vote with the "blocc"—are in favour of "teaching the Vatican a lesson," and although the overwhelming sentiment in France is essentially Roman Catholic, the men who hold the votes, and who control the situation, are absolutely indifferent as to whether or not France maintains an Ambassador at the Vatican.

SPAIN AND MOROCCO.
Spain does not intend France to do just as she likes in Morocco; this official and timely intimation has caused the Quai d'Orsay to take up the acute question and see what could be done, without actually quarrelling with Spain, Britain, by giving a free hand to France in that part of North Africa, passed over the heads of the Spaniards; the latter, annoyed at such treatment, have laid the blame on France, since the latter dispatched two of her cruisers to Tangiers to protect European residents.

Willing as Spain is to extend her influence in Morocco, she must not forget that she is but a second class Power as compared with France. The difficulty circling round the Moorish question can well be solved by M. Delcassé and the Marquis du Muni. The Spaniards, while feeling naturally jealous at the attitude taken up by France in Northern Africa, would not be right in concluding that France's pacific penetration of Morocco implies its ultimate annexation. There is no need for Spain to be at least to threaten France; time enough when the latter shows signs of placing the Moors under her rule. It would be a great pity for France and Spain to fall out, when King Alfonso XIII. is about to visit Paris en route for London. Great tact will have to be displayed in settling the Moorish question by M. Delcassé; everyone who knows him feels confident that so able a statesman will be equal to the task before him, while steadfastly holding on to that sheet-anchor—the Anglo-French Convention.

THE RETIRING AMBASSADOR.
It is with sincere regret that Parisians will take leave of Sir Edmund Monson, the British Ambassador here, who during his term of office has won the hearts of so many, besides distinguishing himself in a business capacity, as so many of his worthy predecessors have done before. Sir Edmund Monson's successor is due at the Embassy at the beginning of the autumn, and preparations for his arrival are already well advanced. King Edward's representative in Paris has gone to Etretat—a fashionable seaside resort—for a rest. Immediately on his return to the capital he will give further "sittings" for his portrait, which is being painted by an Italian artist here. The sketch represents the popular Ambassador in full uniform, standing upright, and wearing the Grand Cordon of the Royal Victorian Order. The artist is to be warmly congratulated on having so successfully caught Sir Edmund's expression, whose features

are illuminated by an almost imperceptible smile. The British Embassy, which is now being repaired and renovated, none of the most imposing and palatial mansions in Paris. L'Ambassade d'Angleterre was formerly known as l'Hôtel Borghese, being at that time the residence of the Princess Pauline, sister of Bonaparte. It was purchased by the British Government soon after the peace in 1814, and with its gardens at the back unquestionably forms one of the most noble residences in the whole metropolis.

THE WEATHER.
The drop in the temperature has done more harm than good; it was much too sudden, and grumbling has become general. After sweltering with 98 in the shade, a heavy thunderstorm came along, reducing the temperature fully 35 degrees, and leaving diluvian rain behind. Five inches of rain in three nights and two days are enough to make Parisians feel disagreeable towards everybody and everything. Farmers are overjoyed, and only hope more rain of a gentler kind—will come down. Though straw hats and light clothing have had to be put aside temporarily, the dampness saved Parisians from a water famine. That alone is something to be grateful for.

TUBERCULOSIS.
Any information relating to the cure of consumption and coming from a recognized source is more than welcome of late. Few members of the French medical profession have studied tuberculosis as attentively as has Dr. Pajade. The book which he recently wrote and published, entitled "La Cure Pratique de la Tuberculose," is a very acceptable *code medicum*, and appeals to all those interested in the worldly subject. The book is very ably written, and contains the ripe fruits of his years of experience in that malady. He has had the happy idea of dividing his collected observations into two parts, the first being consecrated to etiology and morphology. The hereditary transmission or pre-disposition of consumption finds no believer in Dr. Pajade, who merely characterises these as so many illusions. He agrees with another colleague—Dr. H. M. King, the United States Government delegate to the recent Congress on Tuberculosis—who advances the theory that descent from phthisical parents confers a degree of immunity. Others maintain that phthisis has its roots far back in heredity. The second part of the book is devoted to the cure of tuberculous and consumptive patients. The author is not an advocate of the open-air treatment at high altitudes subject to low temperatures. Isolation is imperative. The book in question is none too bulky, considering its literary merits.

A BALLOON ADVENTURE.
Only the wonderful presence of mind and admirable bravery of M. Leon Lait—the pilot of the captive balloon which has met with such a perilous adventure outside Paris—saved the lives of the nine occupants of the car. The balloon in its ascent was caught by a tremendous gust of wind, snatching it from the cable; as the balloon was ascending still higher and higher, the pilot requested everyone to climb into the netting while he cut open the balloon and caused it to come down at great speed. It had some narrow escapes in the storm, and finally fell in a garden, where assistance was soon on the spot. No one was hurt, though terribly shaken. The pilot has been recommended for the Legion of Honour—which he has so well deserved.

HIRANO WATER.
THE QUEEN OF TABLE WATERS.
PURE, SPARKLING, INVIGORATING.
THE LEADING MINERAL WATER OF THE EAST Bottled in Japan by H. E. REYNELL & CO.

BEWARE OF JAPANESE IMITATIONS.
F. BLACKHEAD & CO., AGENTS.
Hongkong, 31st July, 1903. [1898]

MITSU BISHI; GOSHI-KWAISHA (MITSU BISHI CO.)
COAL DEPARTMENT
MARUNO-UCHI TOKIO.
Cable Address: "JAPANESE."
which applies to all Branch Offices and Hongkong and Shanghai Agencies.
AL, ABC 5th Edition, Western Union Codes used.
All Letters Addressed:—
MANAGER, MITSUBISHI Co., with name of place under.
BRANCH OFFICES:—
NAGASAKI, MOJI, KOBE, KARATSU AND HANKOW.
AGENCIES:—
SHANGHAI, H. J. H. TRIPP.
HONGKONG, H. U. JEFFRIES.
MANILA, COMPANIA MARITIMA.
YOKOHAMA, M. ASADA.
CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies; the Imperial Armies; the Imperial Railway; Sanyo, Kiushu and the other Principal Railways; Industrial Works; Home and Foreign Mail and Freight Steamers.
EXPORTERS OF COAL to Hongkong, Shanghai, Hankow, Singapore, Manila, North China, Korean ports and America.
SOLE PROPRIETORS of Takashima, Ochi, Shinow, Namatsu and Kami-Yamada Collieries and also Hojo Colliery, which will be ready to produce on a large scale the best Buzen Coal from 1905.
Sole Agents for Kigio, Komatsu (Tagawa) and Matsushima Coals.
The Head and Branch Offices and the Agencies of the Company will receive any order for Coals produced from the above Collieries.
Coal sold in 1903 by the Company amounted to 1,210,000 tons.
TAKASHIMA COAL.
New and additional shafts of the Takashima Colliery have been completed and this well-known best and most economical steam coal in the EAST is now produced in abundance and can be supplied in any quantity.
Hongkong, 26th April, 1904. [112]

TO IMPORTING HOUSES.
GENERAL SUPPLY STORES.
Ladies' & Gents' Outfitters, &c.
Donald Mackegg
57, Milton St., CHESTER, ENGL.
Sole Agent for Foreign & Colonial Goods
as well as general supplies of the trade both at home and in the Colonies.
Business houses requiring direct importations of goods, especially of the following:—
Correspondence carefully treated.
Orders promptly executed.
Special facilities for cash and credit.
References and testimonials given on application.

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HIRANO WATER.
THE QUEEN OF TABLE WATERS.
PURE, SPARKLING, INVIGORATING.
THE LEADING MINERAL WATER OF THE EAST Bottled in Japan by H. E. REYNELL & CO.

BEWARE OF JAPANESE IMITATIONS.
F. BLACKHEAD & CO., AGENTS.
Hongkong, 31st July, 1903. [1898]

MITSU BISHI; GOSHI-KWAISHA (MITSU BISHI CO.)
COAL DEPARTMENT
MARUNO-UCHI TOKIO.
Cable Address: "JAPANESE."
which applies to all Branch Offices and Hongkong and Shanghai Agencies.
AL, ABC 5th Edition, Western Union Codes used.
All Letters Addressed:—
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BRANCH OFFICES:—
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CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies; the Imperial Armies; the Imperial Railway; Sanyo, Kiushu and the other Principal Railways; Industrial Works; Home and Foreign Mail and Freight Steamers.
EXPORTERS OF COAL to Hongkong, Shanghai, Hankow, Singapore, Manila, North China, Korean ports and America.
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Sole Agents for Kigio, Komatsu (Tagawa) and Matsushima Coals.
The Head and Branch Offices and the Agencies of the Company will receive any order for Coals produced from the above Collieries.
Coal sold in 1903 by the Company amounted to 1,210,000 tons.
TAKASHIMA COAL.
New and additional shafts of the Takashima Colliery have been completed and this well-known best and most economical steam coal in the EAST is now produced in abundance and can be supplied in any quantity.
Hongkong, 26th April, 1904. [112]

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THE HONGKONG DAILY PRESS, WEDNESDAY, AUGUST 31st, 1904.

(FROM OUR CORRESPONDENT).

29th July.

FRENCH CONGOGLASS.

There can be no question about it, France

SHIPPING.

ARRIVALS.
 HAYREN, German str., 3128, H. Forster, 30th August, Bremen and Singapore, 26th August, Mails and General—Melchers & Co.
 CHANG, British str., 1127, W. F. Richard, 30th August, Canton 25th August, General, Jardine, Matheson & Co.
 HAICHING, British str., 1267, A. E. Hodgins, 30th August, Foochow, Amoy and Swatow 29th August, General—Douglas Lapraik & Co.
 HOLSTEIN, German str., 385, J. C. Hansen, 29th August, Haifa 26th August, Sugar—Jensen & Co.
 HONGKONG, French str., 742, A. Suzou, 30th August, Haiphong and Haibow 24th August, General and Pigs—A. R. Marty.
 KAMPOT, French str., 909, Nena, 30th August, Newchwang 25th August, Beans—Bradley & Co.
 LEGASPI, American str., 662, D. V. R. 30th August, Manila 27th August, General, Harrold & Co.
 MONROVIA, American str., 8750, W. P. S. Porter, 30th August, San Francisco 29th July, and Manila 29th August, Mails and General—P. M. S. Co.
 OSSANO, British str., 1378, J. T. Davies, 29th August, Moji 27th August, General—Jardine, Matheson & Co.
 TRYBA, British str., 224, A. E. Enbridge, 30th August, Moji 23rd August, Coal, Bradley & Co.

CLEARANCES.

At the Harrold & Co. Office.
 Elizabeth Richards, German str., for Bangkok, Haiphong, British str., for Amoy.
 Holstein, German str., for Saigon.
 Kolschlag, German str., for Bangkok.
 Speiza, German str., for Singapore.
 Triumph, German str., for Swatow.

DEPARTURES.

30th August.
 AUCHENBARDEN, British str., for Moji.
 CHUHL, British str., for Canton.
 CHOWANG, British str., for Shanghai.
 CHAYERS, British str., for Yokohama.
 HAINUX, British str., for Tamsui.
 HANGSANG, British str., for Canton.
 KANG, British str., for Weihaiwei.
 LEVIATHAN, British str., for Mits Bay.
 OSCAR II., Norwegian str., for Kure.
 PUNDEA, British str., for Rangoon.
 RANGLER, British str., for Taiwan.
 SATON, Norwegian str., for Kobe.
 SCORRO, British str., for Port Angeles.
 THORUS, British str., for Shanghai.
 WOOCHING, British str., for Shanghai.
 YCHOW, British str., for Chinkia.

VESSELS IN DOCK.

ABERDEEN DOCKS.—Inkum, Kowloon.
 KOWLOON DOCKS.—U. S. S. Pathfinder, Lethian, Changsha, Shewmut, Korol, Sikh, Clara Jensen, Kintling.
 COSMOPOLITAN DOCK.—Shantung, Cranley.

VESSELS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
 STEAM FOR RIUME AND TRIESTE (DIRECT).
 Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.
 (Taking Cargo at through rates to the BRAZIL, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).
 THE Company's Steamship
 "NIPPON".
 Captain Mistrorigo, will be despatched as above TO-DAY, the 31st inst., P.M.
 For information as to Passage and Freight, apply to
 SANDER, WIELER & CO.,
 Agents.
 Hongkong, 2nd August, 1904.

COMPAGNIE DES MESSAGERIES MARITIMES.
 PAQUEBOTS-POSTE FRANCAIS.
 NOTICE.
 STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.
 ALSO
 PORTS OF BRAZIL AND RIVER PLATE.
 ON TUESDAY, the 6th September, 1904, at 1 P.M., the Company's Steamship "MANCHE", Captain Mourard, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Cal, Transshipping Passengers and Cargo at Saigon to S.S. "Polytechnique".
 Cargo and Specie will be registered for London as well as for Marcellles, and accepted in transit through Marcellles for the principal places of Europe.
 Shipping Orders will be granted till Noon only on Monday, the 6th September. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.
 For further particulars, apply at the Company's Office.
 G. DE CHAMPEAUX,
 Agent.
 Hongkong, 24th August, 1904.

REDUCED FARES.

THE Commodious Steel Twin Screw Steamer "TAI ON".
 Captain J. Lawrence, leaves the Tung Yik Wharf, Praya West, on MONDAYS, WEDNESDAYS and FRIDAYS at 8.00 P.M., returning from Canton on TUESDAYS, THURSDAYS and SATURDAYS, at 5 P.M.
 FARES—
 Saloon \$2.00
 Chinese Saloon \$1.00
 2nd Class 0.60
 Steerage 0.30
 This well-known steamer has been fitted throughout with Electric Light. Unrivaled accommodation, excellent cuisine, best brands of Wines and Spirits at moderate charges.
 YIK ON S. S. CO.,
 309, Des Voeux Road Central
 Hongkong, 9th July, 1904.

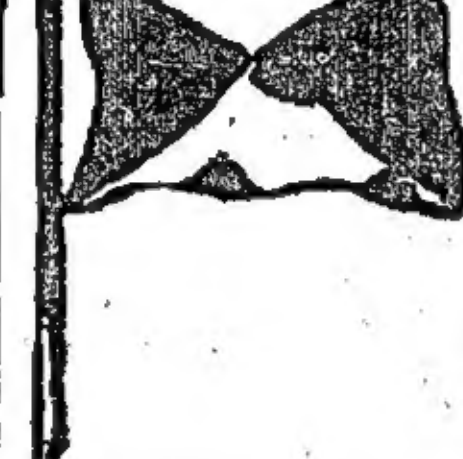
VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, AMSTERDAM & ANTWERP	PELEUS	Brit. str.	S. Barclay	BUTTERFIELD & SWIRE	To-day
LONDON & ANTWERP, via SINGAPORE, &c.	JAVA	Brit. str.	P. & O. S. N. Co.	GIBB, LIVINGSTON & CO.	About 2nd Sept.
LONDON & ANTWERP	BENVOLICH	Brit. str.	Thomson	GIBB, LIVINGSTON & CO.	About 7th Sept.
LONDON, &c., via Ports of Call	CHUSAN	Brit. str.	A. Thompson	P. & O. S. N. Co.	10th Sept., Noon
LONDON, AM-TERDAM & ANTWERP	GLAUCUS	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	13th Sept.
LONDON, AMSTERDAM & ANTWERP	TYDEUS	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	27th Sept.
LONDON, AMSTERDAM & ANTWERP	PATROCLUS	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	11th Oct.
MARSEILLES, &c., via Ports of Call	FRANCOIS	Brit. str.	Mourard	MESSAGERIES MARITIMES	6th Sept., at 1 P.M.
REHMEN, via Ports of Call	GREIFBART	Ger. str.	H. Becker	MELCHERS & CO.	14th Sept., Noon
HAYRE & HAMBURG	ANDALUSIA	Ger. str.	Filler	HAMBURG-AMERIKA LINIE	11th Sept.
HAYRE & HAMBURG	SAMBA	Ger. str.	Luning	HAMBURG-AMERIKA LINIE	20th Sept.
HAYRE & HAMBURG	SCANDIA	Ger. str.	Behrens	HAMBURG-AMERIKA LINIE	3rd Oct.
HAYRE & HAMBURG	SUEVIA	Ger. str.	von Dabron	HAMBURG-AMERIKA LINIE	18th Oct.
HAYRE & HAMBURG	BRISGAVIA	Ger. str.	Schulke	HAMBURG-AMERIKA LINIE	1st Nov.
HAYRE, LONDON & ANTWERP	M'ONTENSHIRE	Brit. str.	G. C. Cundy	SHAW, TOMES & CO.	7th Sept.
DURBAN, NATAL	LOTHIAN	Brit. str.	J. C. Williamson	GIBB, LIVINGSTON & CO.	About 5th Sept.
TRIESTE, &c., via SINGAPORE, &c.	NIPPON	Brit. str.	Mistrorigo	SANDER, WIELER & CO.	To-day, P.M.
GENOA, MARSEILLES & LIVERPOOL	IDOMENEUS	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	22nd Sept.
NEW YORK via SUEZ CANAL	ALCINOUS	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	22nd Oct.
NEW YORK via SUEZ CANAL	ERBON	Brit. str.	J. Cox	SHAW, TOMES & CO.	About 3rd Sept.
NEW YORK, via PORTS SUEZ CANAL	ATROILL	Brit. str.	STANDARD OIL CO.	STANDARD OIL CO.	About 15th Sept.
VANCOUVER, via SHANGHAI, &c.	E. OF JAPAN	Brit. str.	DODWELL & CO. LD.	DODWELL & CO. LD.	20th Sept.
VANCOUVER, via SHANGHAI, &c.	ATHENIAN	Brit. str.	CANADIAN PACIFIC R. CO.	CANADIAN PACIFIC R. CO.	21st Sept.
VICTORIA (B.C.) & SEATTLE via N' S' &c.	TELEMACHUS	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	12th Oct.
VICTORIA (B.C.) & TACOMA via JAPAN	PLEIADES	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	17th Sept.
AUSTRALIAN PORTS	ARAGONIA	Brit. str.	Purinton	DODWELL & CO. LTD.	14th Sept.
YOKOHAMA, via SHANGHAI, MOJI & KOB	CHANGSHA	Brit. str.	Schulke	PORTLAND & ASIATIC CO.	16th Sept.
KOBE	EASTERN	Brit. str.	Moore	BUTTERFIELD & SWIRE	17th Sept., Noon
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	JAPAN	Brit. str.	E. P. Martin	P. & O. S. N. Co.	About 3rd Sept.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	CHANGSHA	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	2nd Sept.
SHANGHAI, TSINGTAU & CHEMULPO	NANKIN	Brit. str.	H. Forster	P. & O. S. N. Co.	About 4th Sept.
SHANGHAI	YANGTSE	Brit. str.	Th. Lehmann	MELCHERS & CO.	To-day, at 4 P.M.
AMOI, STRAITS & RANGOON	LYONS	Brit. str.	C. Phillips	JARDINE, MATHESON & CO.	To-morrow, 4 P.M.
FOOCHOW & SHANGHAI	BENGAL	Brit. str.	Winebank	P. & O. S. N. Co.	3rd Sept., 5 P.M.
FOOCHOW, via SWATOW & AMOI	PALAMCOTTA	Brit. str.	JARDINE, MATHESON & CO.	JARDINE, MATHESON & CO.	About 8th Sept.
TAMSUI, via SWATOW & AMOI	WOOCHING	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	4th Sept., D. Light.
TAMSUI, via SWATOW & AMOI	TRUMPH	Jap. str.	A. Harned	OSAKA SHOSHEN KAISHA	To-day, at 10 A.M.
SWATOW, CHEFOO & TIENTSIN	M. STREVE	Jap. str.	H. A. Haralder	OSAKA SHOSHEN KAISHA	4th Sept., 10 A.M.
SWATOW, AMOI & FOOCHOW	FRITHJOE	Jap. str.	K. Kornehlinsen	OSAKA SHOSHEN KAISHA	17th Sept., 10 A.M.
SWATOW, CHEFOO & TIENTSIN	ESANG	Brit. str.	W. F. Richard	JARDINE, MATHESON & CO.	To-day, at 4 P.M.
SWATOW, AMOI & FOOCHOW	HAICHING	Brit. str.	Hodgins	DOUGLAS LAPRAIK & CO.	To-morrow, Noon.
MANILA	YUENSAI	Brit. str.	Meybrick	JARDINE, MATHESON & CO.	2nd Sept., 4 P.M.
MANILA	KORI	Brit. str.	R. W. Almond	DAVID SHOSON & CO.	3rd Sept., 10 A.M.
MANILA	ZAMONT	Brit. str.	R. W. arlick	DODWELL & CO. LD.	About 10th Sept.
MANILA	EASTERN	Brit. str.	R. Redger	SHAW, TOMES & CO.	17th Sept., Noon
CEBU & ILOILO	SUNGKIAN	Brit. str.	McArthur	GIBB, LIVINGSTON & CO.	2nd Sept.
SANDAKAN & KUDAT	BORNEO	Ger. str.	E. Mable	BUTTERFIELD & SWIRE	Quick despatch
SINGAPORE, PENANG & CALCUTTA	LIGHTNING	Brit. str.	J. G. Spence	MELCHERS & CO.	To-morrow, 3 P.M.
SINGAPORE, PENANG & CALCUTTA	KUMANG	Brit. str.	JARDINE, MATHESON & CO.	JARDINE, MATHESON & CO.	6th Sept., 3 P.M.
BOMBAY via SINGAPORE & PENANG	IOCHIA	Ital. str.	Magazzini	CARLOWITZ & CO.	10th Sept., Noon

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon staterooms. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

HONGKONG-MANILA.



CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.
 Steamship Tons. Captain. For. Sailing Date.
 RUBI 2540 R. W. Almond Manila. Sat. 3rd Sept. 10 A.M.
 ZATRO 2540 R. Redger Manila. Sat. 17th Sept. 10 A.M.

For Freight or Passage apply to
 SHEWAN, TOMES & CO.,
 GENERAL MANAGERS.
 Hongkong, 29th August, 1904.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.
 CONNECTING AT TACOMA WITH
 NORTHERN PACIFIC RAILWAY COMPANY.
 PROPOSED SAILINGS FROM HONGKONG FOR
 VICTORIA B.C. AND TACOMA
 VIA
 MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
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PLEIADES 3,753 Parington Saturday, September 17th
 SHAMMUT 9,606 W. M. Smith Saturday, September 24th
 TREMONT 9,606 T. W. Garlick Saturday, October 1st

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.
 S.S. TREMONT 9,606 tons. T. W. Garlick About 10th September.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.
 The twin-screw s.s. "SHAMMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—
 DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 QUEEN'S BUILDINGS,
 Hongkong, 29th August, 1904.

OSAKA SHOSHEN KAISHA

REGULAR STEAM-SHIP SERVICES BETWEEN
 HONGKONG, SOUTH CHINA COAST PORTS
 AND FORMOSA.
 PROPOSED SAILINGS FROM HONGKONG—
 SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
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FOOCHOW, via SWATOW "TRIUMPH" WEDNESDAY, 31st
 AND AMOI "A. HARNED" Aug. at 10 A.M.
 TAMSUI, via SWATOW "M. STREVE" SUNDAY, 4th Sept.,
 AND AMOI T. BRANDT at 10 A.M.
 ANPING, via SWATOW "PROVIDENCE" WEDNESDAY, 7th
 AND AMOI K. Kornehlinsen Sept. at 10 A.M.
 TAMSUI, via SWATOW "FRITHJOE" SUNDAY, 11th Sept.,
 AND AMOI H. A. HARALDER at 10 A.M.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8 Des Voeux Road Central.
 Hongkong, 29th August, 1904.
 T. ARIMA, Manager

HONGKONG-CANTON LINE.

THE British steamship
 "YING KING."
 Captain E. J. Page, of 1833 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is unexcelled.
 Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M., and returning from Canton every following evening at 5 P.M.
 1st Class \$3.00 for Single Journey
 2nd 1.50
 Meals 1.00 each.
 The steamer's wharf is at the Western end of Wing Lok Street.
 YUK ON S.S. CO. LD.
 No. 216, Wing Lok Street,
 Hongkong, 27th February, 1904.

FOR CANTON.

THE new and fast Twin-Screw Steamer
 "SAN CHEUNG."
 951 Tons, Captain A. Murphy, will leave for Canton at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.
 First-class Fare, \$3 each way. Second-class, \$1.60 each way. Meals, \$1 each.
 Cargo Freight very moderate.
 CHEUNG ON STEAMBOAT CO. LD.
 No. 147, Connaught Road Central,
 Hongkong, 15th March, 1904.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER-DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
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ANDALUSIA { HAVRE and HAMBURG } On 11th Sept. Freight.
 Capt. Filler { Calling at Singapore, Penang and Colombo }
 SAMBA { HAVRE, BREMEN and HAMBURG } On 20th Sept. Freight.
 Capt. Luning { Calling at Singapore, Penang and Colombo }
 SCANDIA { HAVRE and HAMBURG } On 3rd Oct. Freight & Passengers.
 (ex KONIGSBERG) { Calling at Singapore, Penang and Colombo }
 SUEVIA { HAVRE and HAMBURG } On 18th Oct. Freight.
 Capt. von Duhren { Calling at Singapore, Penang and Colombo }
 BRISGAVIA { HAVRE and HAMBURG } On 1st Nov. Freight.
 Capt. Schulke { Calling at Singapore, Penang and Colombo }

HAMBURG-AMERIKA LINIE. HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.
 N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
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GNEISENAU ... WEDNESDAY ... 14th September
 PRINZ HEINRICH ... WEDNESDAY ... 28th September
 BAYERN ... WEDNESDAY ... 12th October
 SACHSEN ... WEDNESDAY ... 26th October
 ZIETEN ... WEDNESDAY ... 9th November
 PRINZESS ALICE ... WEDNESDAY ... 23rd November
 PRINZ REGENT LUITPOLD ... WEDNESDAY ... 7th December
 PRUSSEN ... WEDNESDAY ... 21st December
 PRINZ EITEL FRIEDRICH ... WEDNESDAY ... 4th January 1905

ON WEDNESDAY, the 14th day of SEPTEMBER, 1904, at Noon, the Steamship "GNEISENAU," Captain H. Becker, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 12th September. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 13th September, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 13th September.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.
 The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.
 Linen can be washed on board.

NORDDEUTSCHER LLOYD. For further Particulars, apply to MELOCHERS & CO., AGENTS. Hongkong, 18th August, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHANGHAI via INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR PORTLAND, OREGON OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	Tons.	Captain	TO SAIL ON
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"ARAGONIA" 5,135 Schultze September 14th, 1904.
 "NUMANTIA" 4,370 Schultze September 12th, 1904.
 "NICOMEDIA" 4,370 Walter October 10th, 1904.
 "ARABIA" 4,453 Balle November 10th, 1904.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
 ALLAN CAMERON, GENERAL AGENT.
 Hongkong, 25th August, 1904.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA B.C.

SAFETY. SPEED. PUNCTUALITY.
 "Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 18 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
 R.M.S. "EMPRESS OF JAPAN" 6,000 Tons. WEDNESDAY, 21st Sept.
 R.M.S. "ATHENIAN" 3,882 Tons. WEDNESDAY, 12th Oct.
 R.M.S. "EMPRESS OF CHINA" 6,000 Tons. WEDNESDAY, 19th Oct.
 R.M.S. "TARTAR" 4,425 Tons. WEDNESDAY, 2nd Nov.
 R.M.S. "EMPRESS OF INDIA" 6,000 Tons. WEDNESDAY, 16th Nov.

Hongkong to London, 1st Class via St. Lawrence 200 via New York 282.
 Intermediate or Steerage 440 442.
 and 1st Class Rail

THE magnificent TWIN-SCREW "EMPRESS" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of the Chinese or Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to
 D. W. CRADDOCK, Acting General Agent,
 8, Paddar Street.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID. STEAMERS TO SAIL. FARES.

YOKOHAMA, via SHANGHAI, JAPAN. About 3rd September. Freight and Passage.
 HAI MOJI and KOBE. E. P. Martin, n.n.s.
 KOBÉ (Passing through the Inland Sea). About 4th September. Freight only.

SHANGHAI (NANKIN). About 8th September. Freight and Passage.
 G. Phillips

LONDON, &c. (CHUSAN). Noon, 10th September. See Special Advertisement.
 A. Thompson

For further Particulars, apply to
 F. A. HEWETT, Superintendent.
 Hongkong, 29th August, 1904.

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

FROM	STEAMERS	TO
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 3rd September.
GLASGOW and LIVERPOOL	"PATROCLUS"	On 8th September.
GLASGOW and LIVERPOOL	"PINGSUEY"	On 17th September.
GLASGOW and LIVERPOOL	"ACHILLEUS"	On 24th September.
GLASGOW and LIVERPOOL	"DEUCALION"	On 1st October.
GLASGOW and LIVERPOOL	"ULYSSES"	On 8th October.

FOR	STEAMERS	TO
LONDON, AMSTERDAM and ANTWERP	"PELEUS"	On 31st August.
LONDON, AMSTERDAM and ANTWERP	"GLAUCUS"	On 13th September.
GENOA, MARSEILLES and LIVERPOOL	"IDOMENEUS"	On 22nd September.
LONDON, AMSTERDAM and ANTWERP	"TYDEUS"	On 26th September.
LONDON, AMSTERDAM and ANTWERP	"PATROCLUS"	On 11th October.
GENOA, MARSEILLES and LIVERPOOL	"ALCINOUS"	On 22nd October.
LONDON, AMSTERDAM and ANTWERP	"PINGSUEY"	On 25th October.

TRANS-PACIFIC SERVICE.
FOR VICTORIA, SEATTLE, TACOMA, and
PACIFIC COAST PORTS, VIA
NAGASAKI, KOBE & YOKOHAMA.
For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS.
[10.11]

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO
FOOCHOW and SHANGHAI	"WOOSUNG"	On 31st August.
CEBU and ILOILO	"SUNGKIAN"	On 2nd September.
KOBE	"CHANGSHA"	On 2nd September.
PORT DARWIN, THURSDAY ISLAND, COCKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 16th September.

* The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light, Unrivaled Table, A fully qualified
Surgeon is carried.
* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
* Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.
[12]

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.
FOR SWATOW, CHEFOO & TIENTSIN "ESANG" ... Wednes., 31st Aug., 4 P.M.
+ SHANGHAI "HANGSANG" ... Thurs., 1st Sept., 4 P.M.
* MANILA "YUENSANG" ... Friday, 2nd Sept., 4 P.M.
* SINGAPORE, PENANG & CALCUTTA "KUMSANG" ... Tuesday, 6th Sept., 3 P.M.
* These steamers have superior accommodation for First-Class Passengers and are fitted
throughout with Electric Light.
* Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
GENERAL MANAGERS.
[183]

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHIN-WAN-TAO OR CHEFOO, TO DURBAN, NATAL.
The following chartered steamers will run at intervals of about 3 weeks:—

S.S. "SWANLEY"	Captain J. P. Dawson.
S.S. "COURTFIELD"	Captain J. W. Martin.
S.S. "CRANLEY"	Captain W. E. Steele.
S.S. "IKBAL"	Captain M. Robertson.
S.S. "ASCOT"	Captain C. E. Cox.
S.S. "TWEEDDALE"	Captain T. M. Milne.
S.S. "LOTHIAN"	Captain J. C. Williamson.
S.S. "INKUM"	Captain E. S. Pearce.

The next departure will be the S.S. "LOTHIAN," sailing from here on or about 5th
September (taking Cargo for Durban, East London, Port Elizabeth, and Cape Town).
For Freight, apply to
GIBB, LIVINGSTON & CO.,
AGENTS.
[209]

Hongkong, 19th August, 1904.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK SUZUKI VIA CANAL.
THE Steamship
"EPSON,"
Captain J. Cox, will be despatched for the
above port on or about SATURDAY, the 3rd
September, to be followed by the Steamship,
"CLAUVERBURN,"
on or about TUESDAY, the 16th October.
For Freight, apply to
SHEWAN, TOMES & CO.,
General Agents.
Hongkong, 24th August, 1904. [1630]

"SHIRE" LINE STEAMSHIP CO.

FOR HAVRE, LONDON AND
ANTWERP.
THE Company's Steamship
"MERIONETHSHIRE,"
Captain G. C. Candy, will be despatched for
the above ports on WEDNESDAY, the 7th
September.
This steamer has superior accommodation for
Sloot passengers.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 11th August, 1904. [1958]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS.
PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICAN PORTS.
THE Steamship
"CHUSAN,"
Captain A. Thompson, carrying His
Majesty's Mail, will be despatched from this
for Bombay, etc., on SATURDAY, the 10th
SEPTEMBER, at Noon, taking passengers and
cargo for the above ports in connection with the
Company's s.s. "Marmora," 10,500 tons, from
Colombo, Passengers' accommodation in which
vessel is second before departure from Hong-
kong.
Silk and Valuables, all cargo for France, and
Tea for London (under arrangement) will be
transhipped at Colombo into the Mail steamer
proceeding direct to Marseilles and London;
other cargo for London, etc., will be conveyed
from Bombay by the R.M.S. "Oriental," due
in London on the 23rd October.
Passes will be received at this Office until
4 P.M. the day before sailing. The contents and
value of all packages are required.
For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 29th August, 1904. [1]

HONGKONG-MACAO LINE.

S.S. "WING CHAI"
Captains Samuel Bell Smith.
DEPARTURES from Hongkong, on week
days, at 7.30 A.M.; on Excursion
Sundays, at 8.30 A.M.; from Macao week days
at about 2 P.M. and Sundays about 7.30 P.M.
FARE—(week days) 1st Class (including cabin
and servant), \$3. Return Ticket \$5.
2nd Class \$1. 3rd Class 50 cents.
On Excursion Sundays 1st, 2nd, and 3rd Class
Single Ticket \$2. Return Ticket \$3. Return
Ticket including Tiffin and Dinner either on
board or at Macao Hotel \$5. On Sundays \$5
extra will be charged for each Cabin which has
accommodation for two or more Passengers.
Wharf at the Western end of Wing Lok
Street.
The Steamer runs an Excursion Trip Every
Sunday, and takes only 34 hours to reach Macao.
WING ON & CO.,
2nd Floor, 16, Victoria Street.
Hongkong 8th September, 1903.

MAIL TABLES

FOR 1904.
Mounted on Card ... 25 cents
Paper ... 20 cents
On Sale at the Daily Press Office,
Hongkong 5th March, 1904.

VESSELS ON THE BERTH FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship,
"LIGHTNING,"
Captain J. G. Spence, will be despatched for the
above ports on THURSDAY, the 1st Septem-
ber, at 3 P.M.
For Freight or Passage, apply to
DAVID SASSOON & CO., LD.,
Agents.
Hongkong, 29th August, 1904. [2061]

NOTICE.

CONSIGNEES of Cargo from London ex s.s.
"Douro and Adair," from Havre ex s.s. "Ville
de Valenciennes" and "Ville de Lorient," in connection
with above Steamer, are hereby informed that their
Goods, with the exception of Opium,
Treasures and Valuables, are being landed and
stored at their risks into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Co., Ltd., at Kowloon, whence delivery may
be obtained immediately after landing.
Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon, To-day, the 24th inst., requesting
it to be landed here.
Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed
after Wednesday, the 31st August, at Noon,
will be subject to rent and landing charges.
All claims must be sent in to me on or before
the 31st August, or they will not be recognized.
All damaged packages will be examined on
Wednesday, the 31st August, at 3 P.M.
No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.
Hongkong, 24th August, 1904. [2]

NOTICE.

STEAM FOR SANDAKAN AND KUDAT.
Taking Cargo at Through Rates to
TAWAO, LAHAD DATU, LABUAN AND
ZAMBOANGA.
THE Company's Steamship
"BORNEO,"
Captain E. Mulla, will be ready to load for the
above ports on MONDAY, the 5th September.
For Freight or Passage, apply to
MELCHERS & CO.,
Agents.
Hongkong, 30th August, 1904. [2114]

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.
THE Steamship
"BENVORLICH,"
Captain Thomson, will be despatched as above
on or about the 7th September.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 18th August, 1904. [1994]

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rabattino United Companies.)
STEAM FOR BOMBAY VIA SINGA-
PORE AND PENANG.
Having connection with Company's Mail Steam-
ers to ADEN, SUZUKI, PORT SAID,
MESINA, NAPLES, LEOHORN and GENOA,
also VENICE and TRIESTE, all MEDITER-
RANEAN, ADRIATIC, LEVANTINE and
SOUTH AMERICAN PORTS up to CALLAO.
(Taking Cargo at through rates to PERSIAN
GULF and BAGDAD, also BARCELONA,
VALENZA, ALICANTE, ALMERIA and
MALAGA.)
THE Steamship
"ISCHIA,"
Captain Magnani, will be despatched as above
on SATURDAY, the 10th September, at
Noon.
At Bombay the Steamer is discharging in
Victoria Dock.
For further particulars regarding Freight
and Passage, apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 29th August, 1904. [4]

STEAMSHIP SERVICE TO NEW YORK VIA SUEZ CANAL.

(With liberty to call at Philippine Ports.)
THE Steamship
"HUDSON,"
will be despatched on or about the 15th
September.
For Freight or further information, apply to
**STANDARD OIL COMPANY
OF NEW YORK.**
Oriental Freight Department.
Hongkong, 28th July, 1904. [184]

EASTERN AND AUSTRALIAN STEAM- SHIP COMPANY, LIMITED.

FOR MANILA.
THE Steamship
"EASTERN,"
Captain McArthur, will be despatched as above
on SATURDAY, the 17th September, at Noon.
This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with
Electric Light.
A Stewardess and a fully qualified Surgeon
are carried.
N.B. To assure the additional comfort of
passengers the Steamers of the Company have
electric fans fitted in staterooms.
For Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 27th August, 1904. [2090]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS
in CHINA and JAPAN for the above Line
are prepared to issue THROUGH BILLS OF
LADING for all the principal ports in
South America, in connection with INDO-
CHINA STEAM NAVIGATION CO.'s fortnightly
service hence to CALCUTTA. Sailings from
CALCUTTA for CAPE PORTS every fortnight.
For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897.

NOTICES TO CONSIGNEES

STEAMSHIP "ERNEST SIMONS,"
COMPAGNIE DES MESSAGERIES
MARITIMES.
NOTICE.
CONSIGNEES of Cargo from London ex s.s.
"Douro and Adair," from Havre ex s.s. "Ville
de Valenciennes" and "Ville de Lorient," in connection
with above Steamer, are hereby informed that their
Goods, with the exception of Opium,
Treasures and Valuables, are being landed and
stored at their risks into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Co., Ltd., at Kowloon, whence delivery may
be obtained immediately after landing.
Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon, To-day, the 24th inst., requesting
it to be landed here.
Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed
after Wednesday, the 31st August, at Noon,
will be subject to rent and landing charges.
All claims must be sent in to me on or before
the 31st August, or they will not be recognized.
All damaged packages will be examined on
Wednesday, the 31st August, at 3 P.M.
No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.
Hongkong, 24th August, 1904. [2]

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship
"NUMANTIA,"
Captain Brehmer, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
counter-signature by the Undersigned and to
take immediate delivery of their Goods from
alongside.
Optional Cargo will be forwarded unless
notice to the contrary has been given before
To-day.
Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company,
Limited, and stored at Consignees' risk and
expense.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 3rd September, will be
subject to rent.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 3rd September, at 3 P.M.
No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 27th August, 1904. [2459]

NOTICE TO CONSIGNEES.

FROM BOMBAY, COLOMBO AND
STRAITS.
THE P. & O. S. N. Co.'s Steamer
"CHUSAN,"
Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.
This Vessel brings on Cargo:—
From London, &c., ex s.s. "Himalaya."
From Persian Gulf, ex s.s. B. I. S. N.
and B. & P. S. N. Co.'s steamers.
Optional Goods will be landed here unless
instructions are given to the contrary before
Noon To-day, the 27th inst.
Goods not cleared by the 2nd proximo, at 4
P.M., will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.
Damaged packages must be left in the God-
owns for examination by the Consignee and the
Company's representative at an appointed
hour. All Claims must be presented within
ten days of the steamer's arrival here, after
which date they cannot be recognized. No
Claims will be admitted after the Goods have
left the Godowns.
E. A. HEWETT,
Superintendent.
Hongkong, 27th August, 1904. [1]

OCEAN STEAMSHIP COMPANY, LIMITED.

CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"TYDEUS,"
are hereby notified that the Cargo is being
discharged into Cargo, and/or landed at the
Godowns and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where in both
cases it will be at Consignees' risk. The Cargo
will be ready for delivery from Cargo or Godown
on and after the 23rd inst.
Optional cargo will be landed, unless notice
has been given prior to steamer's arrival.
All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined at 11 A.M., on the 5th prox.
No Claims will be admitted after the Goods
have left the steamer's Godown and all Goods
remaining undelivered after the 5th prox., will
be subject to rent.
All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
5th prox., or they will not be recognized.
No Fire Insurance has been effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 27th August, 1904. [10-11]

AUSTRIAN LLOYD'S STEAM NAVI- GATION COMPANY.

NOTICE TO CONSIGNEES.
FROM YOKOHAMA, KOBE AND
SHANGHAI.
THE Steamship
"NIPPON,"
having arrived, Consignees of Cargo are hereby
informed that their Goods are being landed and
stored at their risk, into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Co., Limited, whence delivery may be obtained.
No Claims will be admitted after the Goods
have left the Godowns, and all Claims must be
sent in to the Office of the Undersigned before
Noon, on the 4th September, or they will not
be recognized.
No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the 4th
September, will be subject to rent.
Bills of Lading will be countersigned by
SANDER, WIELER & CO.,
Agents.
Hongkong, 29th August, 1904. [3]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND
SINGAPORE.
THE Company's Steamship
"KUMSANG,"
having arrived from the above ports, Con-
signees of Cargo by her are hereby informed
that their Goods will be delivered from along-
side.
Cargo impeding the discharge or remaining
on board after 4 P.M. of the 31st inst. will
be landed at Consignees' risk and expense
into Godowns at EAST POINT.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 29th August, 1904. [1785]

THE NEW FRENCH REMEDY

TRADE MARK
THERAPION
This successful and highly popular remedy, used in the
Continental Hospitals by Record, Robert, Velpeau
and others, combines all the desiderata to be sought in a
remedy of the kind, and surpasses everything hitherto
employed.

THERAPION No. 1

is a remarkably
short-acting, often a few days only, removes all discharges from
the urinary organs, effectively superseding injections, those
of which are irreparable harm by lodging the foundation of
stricture and other serious diseases. In dysentery, piles,
irritation of the lower bowel, cough, asthma, and some of the
more trying complaints of this kind, it will be
found astonishingly efficacious, affording prompt relief
where other well-tried remedies have been powerless.

THERAPION No. 2

is a powerful
blood-purifier, purifies the blood, cures skin diseases, psoriasis and eczema,
and all diseases for which it has been too much a fashion
to employ mercury, saraparatam, &c., to the destruction of
sufferer's teeth and ruin of health. This preparation
purifies the whole system through the blood, and thoroughly
eliminates every poisonous matter from the body.

THERAPION No. 3

is a powerful
exhausting, impaired vitality, debility, and all the
distressing consequences of early error, excess, residence in
hot, unhealthy climates, &c. It possesses surprising power
in restoring strength and vigor to the debilitated.

THERAPION

is sold by the phar-
maceutical houses of the world. Price in England 4s. 6d.
In ordering, state which of the three numbers is re-
quired, and observe above Trade Mark, which is a fea-
sible of word "THERAPION" as it appears on the British
Government Stamp (in white letters on a red ground)
affixed to every package by order of His Majesty's His
Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & CO., LIMITED
Hongkong, Manila and China. [1]

GRIMAULT & CO

Medicinal Skin Soap
Recommended by eminent Der-
matologists and adopted in the
Paris Hospitals in the treatment
of Ringworm, Acne, Psoriasis,
Eczema and Skin diseases ge-
nerally.
8, RUE VIVIERNE, 8
Paris
[265-3]

SHIPPING

SHIPPING IN PORT.
STEAMERS.
AMARA, British str., 1,340 C. J. Matlock, 22nd
August, Saigon 13th August, Kioe and
Flour—Jardine, Matheson & Co.
AENHARD, German str., 611, A. P. Uldup, 28th
August, Haiphong 25th August and
Hoihow 27th, General—Jensen & Co.
ATAKA, British str., 2,382, J. Park, 18th Aug.,
New York 25th June, Petroleum—
Standard Oil Co.
BARALONG, British str., 2,644, H. Roberts, 28th
August, Shanghai 25th August,
General—Nippon Yusen Kaisha.
BINU-TATA, French str., 983, R. Lagasse, 28th
August, Kutchin 25th August, Coal—Bradley
& Co.
BORNEO, German str., 2,165, E. Mulla, 23rd
August, Sandakan 10th August, Timber
and General—Melchers & Co.
BOURBON, French str., 937, Antoni, 26th
August, Saigon 22nd August, Rice—
Chinese.
BREID, Norwegian str., 645, J. Falkman, 24th
August, Saigon 23rd August, Rice and
Flour—Chinese.
CHANGSHA, British str., 2,301, T. Moore, 15th
August, Sydney 19th July and Manila
12th August, General—Butterfield & Swire.
CHINOW, British str., 2,517, G. Parkinson, 26th
August, Salina Cruz 20th August,
Nil—China Commercial S. S. Co.

Keep it Handy

For an emergency. When accidents happen, or sudden
stomach sickness, nothing will bring such prompt relief as
that famous old remedy,
PERRY DAVIS'
Painkiller
It cures CRAMPS, COLIC, CHOLERA, DYSENTERY,
DIARRHOEA, SPRAINS, BITES and STINGS.

THE HONGKONG DAILY PRESS

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